

CHICAGO LOCKS FOR TROOPS WITHIN 48 HOURS

Complete Reorganization of Navy's Executive System Planned in Senate

SEEK TO TRIM AWAY MASSES OF "RED TAPE"

Senators Plan to Revamp Daniels' System of Apportioning of Responsibility.

TO CONSULT OFFICERS

Naval Operations Chief May Be Made Supreme Officer of Service.

The Senate Naval Affairs Subcommittee yesterday voted to prepare recommendations looking toward re-organization of the navy. The plan is to take more testimony upon which these recommendations will be based, thus broadening the scope of the inquiry.

Changes, which are under consideration, would include alterations in the Navy Department's system of apportioning responsibility with the idea of eliminating "red tape."

The action was taken by a strict party vote of the Hale subcommittee which is investigating the Daniels-Sims controversy.

To Apply War Lessons. The committee hopes by this course to apply directly the lessons of the war in the interests of efficiency and greater preparedness for future difficulties.

Chairman Hale said yesterday that as part of the recommendations, the committee would probably ask Congress to appoint a technical commission of naval officers to co-operate with House and Senate committees in event the committee's recommendations are taken up for consideration.

"This will give the committee a chance to do something constructive," Hale said, explaining his purpose. "It is the only way I see of utilizing the lessons of the war. We ought to have testimony from all sides, including the Secretary of the Navy, naval officers and industrial leaders so that the principles of sound administrative efficiency can be combined with the special needs of the navy."

Can't Predict Changes. "What changes we would recommend I cannot say now—that would depend on the testimony. I think a naval commission should be appointed after we have completed our investigation which could outline a detailed course of legislation for us."

Division of responsibility in the department organization has been cited by a number of witnesses who alleged that the chief of naval operations is now dependent on such co-operation from other bureaus as he can get to carry out policies.

Admiral Sims and other witnesses urged that this be changed so that the chief of naval operations would become the chief technical officer of the navy, subordinate only to the civilian secretary, and in complete authority over the remainder of the navy in all policies and their execution. He would be removable by the Secretary at any time.

Democrats Deny Authority. Democratic members of the committee in protesting against the recommendation, said they did not oppose plans for reorganization being made but objected that Senator Hale's committee had no authority to do this.

If the subcommittee is sustained by the full committee, a sweeping program for enlarging the staff and reorganizing the bureau and offices of the department may be laid before Congress.

Republican members of the subcommittee have tried to show, in the present investigation, that the service lacked proper battle cruisers, sufficient numbers of destroyers, scout craft and submarines.

NEW BRITISH ENVOY SAILS FOR AMERICA
London, April 10.—Sir Auckland Geddes, the new Ambassador to the United States, sailed from Liverpool this afternoon on the Kaiserin Augusta Victoria to assume his duties in Washington.

Railroad Man Has Proof of I. W. W. Plot in Strike

St. Paul, Minn., April 10.—W. T. Tyler, vice president of the Northern Pacific, today declared he had positive proof that the unauthorized strike of railway switchmen and yardmen is fostered by the I. W. W.

"In view of the agitation among yardmen at this time to join the unauthorized strike which originated in Chicago some days ago, I believe that in all fairness to the railroad men it should be made clear that this is purely an I. W. W. movement," said Tyler.

"The new unions which are being attempted and which are being organized under various names are actually local unions of the I. W. W."

WILL CARRY ON TILL WE WIN SAY PICKETS

Patrol Resumed at British Embassy and Three More Women Arrested.

London, April 10.—The following suggestion appears in the Star:

"Ladies of Irish extraction are picketing our embassy in Washington, demanding an Irish republic. Let our duchesses, marchionesses, countesses and other titled ladies of American extraction help us out by picketing the American Embassy in London in favor of an American monarchy."

(Copyright, 1920, by Public Ledger Co.) Resumption of picketing yesterday afternoon in front of the British Embassy by Irish freedom advocates resulted in the arrest of three more women, bringing the total number to appear before United States Commissioner Richardson tomorrow morning to ten.

Shortly after Miss Maura Quinn and Miss Mary Galvin, of Philadelphia, who had spent the previous night in the District jail, had been released on bail of \$1,000 each, Mrs. Thomas Curran, of Philadelphia, Mrs. James Walsh, and Mrs. Katherine Columbine, of New York City, appeared at the embassy on Connecticut avenue carrying banners similar to those already resulting in their companions' arrest.

They were taken to the House of Detention by Capt. Doyle and Inspector Sullivan and immediately released upon bail of \$1,000 each, provided by Michael Walsh and Thomas Walsh, Washington real estate men.

Lots of Walshes. A humorous side-light of the situation is the ubiquitous name of Walsh. Mrs. Honor Walsh and Mrs. James Walsh, the latter released on bail furnished by Michael Walsh and Thomas Walsh will be defended Monday by Frank P. Walsh, of New York. The last named Mr. Walsh, counsel for the pickets, will arrive in Washington some time today, to represent them at the hearing tomorrow.

Workers were engaged last night in the preparation of new placards with heretofore unused inscriptions, to be used in a promised demonstration and parade previous to the calling of the case tomorrow morning.

Inferred to Carry On. When asked what their plans were for continuing picketing after the hearing tomorrow, Mrs. Walsh replied:

"As representing the united protest of American womanhood, we shall continue picketing until the British army of occupation is removed from Ireland."

BRAH CHARGE PLACES LOWDEN IN WOOD'S BOAT

Candidates Bracketed Under Barrel Campaign Suspicion.

ILLINOIS WAR FIELD

General and Governor All Important G. O. P. Figures in Primary.

By WILLIS J. ABBOT.

Chicago, April 10.—Along the Congress street side of the parlor floor of the Congress Hotel in the suite usually occupied by the Democratic National Committee in campaign years, extend the spacious quarters of the Wood campaign committee. Clerks and stenographers, political strategists and smiling handshakers fill up the ten or more rooms and give an eager welcome to the inquiring guest. The first thought of one politically wise is that so expansive and expensive a headquarters seems on the surface to lend a certain support to the charges made by the enemies of the General that his campaign is somewhat over-financed. Perhaps it is to give emphasis to this that Mr. T. D. Knight, in charge of the Lowden boom, has established his quarters on the same floor, nestling so to speak under the eaves of the Wood castle. For the Lowden manager contents himself with two rooms, one a mere hotel bed room, one stenographer, and a single volunteer aide, as against the Wood army. Visitors are invited to observe the contrast, and to forget that the crusading Brah has bracketed Lowden with Wood as guilty of plutocratic practices in politics.

Brah Charge Weak Point. The Brah charge, coupled with the fact that General Wood has made no adequate defense, is unquestionably today the point of weakness in the Wood campaign. You hear it discussed on every hand, often to the exclusion of those issues on which the General thought to base his fight for the nomination. His own answers to it have been evasive, and in some instances offensive. To respond to such serious charges as these with the flippant retort that "they are the expiring squawk of the Old Guard," or to respond oratorically that "to charge that the Republican convention can be bought is to insult the party," carries no conviction to intelligent minds, and indeed is apt to leave a "practical" man a more complete defense is lacking.

It is fair, however, to give the explanation of the Wood managers which is at least wholly convincing, at least more convincing than anything their principal has yet offered. They do not deny their possession of a campaign fund of comfortable, if not enormous, proportions. They do not deny that they have in connection with the campaign a material evidence of prosperity presented by their headquarters, and the fact that a desk in the very heart of the campaign is reserved for Mr. Procter, of soap fame. But they excuse it with the plea that their campaign is urged without aid from, and in fact for, the people. They say that the work of the political machines and bosses, the work of reaching the people direct is expensive, involving as it does heavy expenditures for correspondence, advertising, postage, advertising and the like. With political machines to overthrow there must be distinguished speakers taken about the country to explain the issues to the people. It all costs money and there is every indication that the money is available.

Wood's Practical Political Methods. The Wood campaign is in the hands of experienced politicians at hand. It is not a "people's" campaign, so frequently heard in connection with other candidates who have no place there. Mr. Frank Hitchcock, who succeeded the equally "practical" Mr. John T. King, of Connecticut, has just returned from an extended tour of the South, a territory which he has worked before for less progressive candidates than General Wood. Very active in the high grade of strategy is Frederick H. Joss, an Indiana politician of experience and notable talent in organizing work. With the State machine of Indiana distinct offshoot toward the Wood candidacy Mr. Joss is relied upon to organize that State, and has indeed done so to an extent which is instructive to veteran politicians. Not a precinct in the State is without its Wood workers and all are in constant communication with headquarters. Michigan and Illinois are organized with equal attention to detail.

Work of this nature requires money and the money is evidently at hand. Ill-natured critics have referred to the switch from the experienced politician King to the inexperienced but moneyed Procter as a case of swapping brains for the management. There is not apparent lack of brains. Recently the Procterites have put forth a statement that all of the General's trouble with the money question have been due to the fact that the reputed King solicited and received money from sources that could not stand publicity, and has refused to stand publicity, and has refused to stand publicity.

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Saves 3 Children In Blazing Home



MRS. JOSEPH BLAKE. The former Mrs. Clarence Mackay, who rushed to the second floor of her burning home in "Millionaire Row," Tarrytown, N. Y., yesterday and carried the three Blake children through heavy smoke out of the burning building to safety. The house was destroyed, at an estimated loss of \$100,000.

Note Dropped Off Train Wins Yank a Bride

Miss Ethel Langford, D. C. Nurse, Weds Soldier Who Wooed by Letters.

A note dropped from a troop train two years ago by Roy Hughes, a soldier bound for overseas, led to his wedding in Cincinnati two weeks ago to Miss Ethel Langford, of Richmond, a trained nurse, who did heroic work in Washington during the influenza epidemic in 1918 and who has nursed in many private homes about the city, according to cards received by Washington friends yesterday.

Miss Langford lived with relatives in Berwyn, Md., while at work in Washington. Many troop trains bound for Newport News and Hoboken passed through Berwyn in those days and the girls of the town met every one. When she picked up Hughes' note, asking someone to write to him, on the station platform, Miss Langford became interested.

The couple kept up correspondence while Hughes was in the service. They fell in love by way of the army postoffice. Hughes, whose home is in Kentucky, obtained a position in Cincinnati when he was discharged and was unable to come to Washington to meet Miss Langford. The correspondence continued and they agreed to meet in Cincinnati. The impressions they had obtained of each other through their letters held good when they met for the first time in the railroad station in that city. Hughes knew Miss Langford by a rose she had agreed to wear.

The wedding took place a few days later.

KITCHIN'S ILLNESS DEFERS BONUS ISSUE

The illness of Representative Kitchen, North Carolina, ranking Democrat on the House Ways and Means Committee, may delay action by the committee on the soldier bonus question.

Kitchen is one of the committee which is considering how large a cash bonus the service men should receive, and because of his opposition to such legislation Democrats are desirous of postponing action until he can return to his work, provided his illness does not extend into months.

PERFUME FACTORY ALLEGED RUM STILL

Richmond, Va., April 10.—While pretending to be manufacturing high grade soaps and perfumery, George Azoruy and A. K. Diah were in reality distilling a cheap grade of corn liquor in a rented room on the third floor of a boarding house at 14 1/2 East Marshall street, according to police charges. It developed after their arrest that Azoruy had just been indicted in Federal Court the day previously for a similar offense alleged to have been committed several months ago.

FRENCH WAVER ON OCCUPATION OF RUHR-CITIES

Attitude of England Causes Millerand to Weaken in His Stand.

REPLY SENT TO NOTE

Premier Cannot Accept Un-guaranteed Promises Of Germans.

Paris, April 10.—First indications of France weakening under pressure of allied protests against her occupation of the Rhine cities was seen in the text of the French reply to Great Britain's note made public today.

Premier Millerand said the Paris government in future would not act without the consent of its allies in attempting to force Germany to live up to the terms of the treaty of Versailles.

Attempting to justify Marshal Foch's move, Millerand declared that it was impossible for France to accept Germany's unguaranteed promise to withdraw Reichswehr from the neutral zone as soon as the Ruhr revolt was crushed.

Broken Promises Cited. Events have proved, the premier asserted, that Germany's promises cannot be relied upon. He cited Germany's failure to deliver her war guilty, her delay in payment of reparations and delivery of coal and her failure to carry out the terms of the treaty regarding naval and land disarmament.

A weakening of the French position also was seen in Millerand's declaration that France "is convinced of the necessity for the most intimate concert" with England in the solution of "such vast world problems" as Russia, the Balkans, Asia Minor and Turkey.

Germany, heartened by the British stand against French occupation, was beginning to assume a defiant attitude. Dr. Wilhelm von Mayer, the German charge d'affaires here, announced that he had received a note from his government indicating fresh aggressions.

Denies Troop Movement. The note, delivered to the French foreign office, declared that "we have an unconfirmed report that French troops are marching toward Aachenburg (twenty-two miles southeast of Frankfurt on the Rhine). If this is true we cannot assume responsibility in event there are collisions with German troops."

The French foreign office denied the troop movement, declaring the report probably originated from observations of patrol movements out of Dieburg.

No Note From U. S. French leaders still hoped that the United States would not join with Great Britain and Italy in condemning occupation of the Rhine cities.

The foreign office said no note had been received from Washington disapproving the occupation of Frankfurt. An exchange of views, however, the foreign office admitted, had shown that the United States held to its belief that German soldiers should have been allowed to restore order in the Ruhr without retaliatory measures by the allies.

American officials said, believed France must have had "serious reasons" for ordering the occupation and asked for a further explanation of these reasons.

PLANE ON FIRE; 2 FLYERS HURT

Aviator Jumps as Flaming Machine Dives 1,700 Feet Toward Ground.

Camden, N. J., April 10.—Two aviators piloting a United States plane were seriously injured near here today when the plane caught fire 1,700 feet above ground. The injured, are: Lieut. Mark C. Hogue, Portland, Ore., and Richard Wright, Cleveland.

CRISIS IN OUTLAW STRIKE, INVOLVING 'REVOLT' PLOT, FORECAST BY U. S. OFFICIAL

11th Regiment Of State Guard In Readiness

Gov. Lowden Reluctant to Order Out Military Except as Last Resort.

LEADER GETS REBUFF

Managers Refuse to Treat With Grunau, but Investigators Subpoena Him.

(By a Staff Correspondent.) Chicago, April 10.—Unless the situation among the striking switchmen in Chicago changes for the better in the next forty-eight hours, Federal troops are likely to be parading the Chicago railroad yards early next week. This was forecast today by District Attorney Charles R. Clyne, who, after a long distance telephone conversation with the Attorney General's office in Washington, said that affairs would come to a head by Monday.

"The only thing I can say at this time," said Mr. Clyne, "is that the United States is not entirely powerless in a question which affects the food supply not only of a city but of the entire nation."

State Troops Ready. From other sources it was learned that members of the Eleventh Regiment, Illinois National Guard, had received orders to hold themselves in readiness for duty. However, Governor Lowden is opposed to calling out the militia except as a last resort. He refused to call out the guardsmen during the steel strike in South Chicago and other points last winter.

Conflicting reports come from the entire central West. The outlaws claim that there are accessions to their ranks in every part of the country and that 95 per cent of the men are out in the Chicago district.

The General Managers' Association claims that conditions are approaching normal in many yards, the fact remains, as investigations show, that little freight is moving.

Managers Rebuff Grunau. An attempt was made today by John Grunau, head of the seceding switchmen, to arrange a conference with the railroad officials. This was flatly refused by the general managers and the latter were backed up in their attitude by the officials of the regular unions affected by the unauthorized strike.

Grunau, however, received attention from another source. During the day he was called to District Attorney Clyne's office and handed a subpoena to appear before Federal Senate investigators Monday.

Whether the investigators will meet here or in Washington is not clear. It is understood that Grunau was told to depart for Washington, however.

That the strike is gradually paralyzing transportation in the country is being reluctantly admitted by railroad officials, although the interviews given out are of an optimistic tone. Not a few believe that it has come to a showdown, and that now is as good time as any Union officials are privately of the same opinion.

"Start of Revolution." The quarrel has now passed beyond the stage of personal or even of wage grievances. Efforts are now being concentrated on trying to find out what forces are pulling the strings. It is openly charged that communists and I. W. W. influences have been unearthed and that this is only the beginning of the long heralded industrial revolution. The rank and file of the striking railroad men, and these now include others than the switchmen, know little about the inside workings, but a trip to the district around the stockyards today revealed the sentiment of the mass. This was to the effect that the strike will be a repetition of the 1894 railroad strike, one of the most disastrous in the history of labor disputes.

Demands Made By 'Outlaws' in Rail Walk-out

Wage demands of the United Railroad Workers of America: Engineers, \$12 a day. Conductors, \$8.80 to \$9.20 a day. Firemen, \$7.50 to \$8.20 a day. Brakemen, \$4.50 to \$6.00 a day. Baggage men, \$4.75 a day. Flagmen, \$7.50 a day. Switchmen, \$4.50 to \$6.00 a day. Eight-hour day. Time and a half for overtime, Sundays and holidays. Double time for Sunday and holiday overtime. Back pay from June 1, 1919.

New York Food Prices Soaring; Warning Given

Fuel Shortage Also Likely As Tie-up Isolates Metropolis.

New York, April 10.—Serious shortage in food and fuel was threatened here tonight due to the strike of railroad switchmen, yardmen and other railroad employees.

Railroad officials said New York was passing through the greatest transportation crisis of its history. Only a few train loads of perishable freight reached the city on Saturday.

One special train from Chicago brought 2,000,000 pounds of meats. The usual supply of milk was received. Otherwise movement of food supplies and coal was at a standstill.

Food Prices Raised. Despite warnings of officials, prices of foods were increased by some dealers tonight. Many grocers who were fortunate enough to have fresh stocks on hand limited the amount sold to a customer.

Commissioner Edwin J. O'Malley, of the Department of Markets, said municipal ferries and other carriers would be pressed into service to transport vegetables to New York. O'Malley said there was no fear of an actual shortage of staple food for some time.

O'Malley issued a warning against "food profiteers" using the strike as an excuse for raising prices.

Passenger Trains First. Railroad officials concentrated their efforts on operating passenger trains. Strike of firemen and some engineers resulted in seriously crippling suburban service. A few through trains were unable to leave because of lack of crews.

The Erie railroad seemed to be the hardest hit in New York. J. J. Mantel, general manager of the Erie, said 15,000 employees on his line were out. Only a few trains were operated on the Erie today.

Mail service was delayed. Mail pouches were stacked up in the postoffice and at the stations.

Strikers Frame Demands. Strikers drew up their demands and formed a new organization at a meeting in Jersey City, which adjourned early tonight.

Range of Demands. The new organization will meet again tomorrow. Its demands include the following scale: Conductors, \$11.10 an hour; brakemen, 95 cents an hour; eight hours or less to constitute a day's work; time and a half for overtime; time and a half for Sundays and holidays, double time for overtime on Sundays and holidays.

Increases also were demanded for switch tenders, yardmasters, firemen and engineers with additional stipulations as to working conditions.

Drastic Action By Government Seems Remote

White House Gives No Indication of Decision to Name Board.

LAWS MEET EMERGENCY

Cummins Says President "Does Nothing While Rome Burns."

By ROBERT T. BARRY. There is no prospect for any immediate action by the Federal government to break the "outlaw" railroad strike.

The White House gave no indication yesterday of a decision to name the Railroad Wage Board for consideration of the wage demands.

Department of Justice officials, after ordering United States district attorneys to institute inquiries as to strike conditions in their respective districts, said nothing further would be done until those reports were received.

The Senate Committee on Interstate Commerce, instructed by a unanimous vote of the Senate to investigate the causes of the strike, is marking time.

Have Legal Authority. Federal officials admitted they had ample authority in law to act against the strike leaders.

The powers of the Lever act, governing interference with the transportation and distribution of necessities of life, remain in effect. In addition, there is the general power to prevent interference with the United States mails, once invoked by President Cleveland.

The statement by A. Mitchell Palmer, Attorney General, in Savannah, to the effect that "nothing will be done until there is a careful inquiry to ascertain the exact facts of the situation," and his reference of the entire matter to Judge C. B. Ames, assistant to the Attorney General, was taken to indicate that several days must elapse before that department acted.

Cummins Blames President. Senator Albert B. Cummins, of Iowa, chairman of the Interstate Commerce Committee, declared the "utterly inexplicable and indefensible" nonaction by President Wilson in the matter of naming the wage board to hear the demands of the workers was responsible for the situation.

"The President does nothing while Rome is burning," Mr. Cummins said. "While the President does nothing, the country drifts to the edge of a very active volcano."

The Senate inquiry was urged by Senator Medill McCormick, of Illinois, to develop whether the failure of the President to act relative to naming the wage board was the true cause of the strike. Senator Cummins acknowledged there are numerous difficulties standing in the way of the inquiry.

Oppose "Outlaw" Recognition. Foremost among these is that direct information as to the causes of the strike would best be obtained from the "rebel" leaders of the railroad workers. To summon those men to Washington instead of the officers of the brotherhoods, would, it is argued, constitute a de facto recognition of the outlaw rule and a repudiation of the duly elected officers.

Mr. Cummins said he had been in telegraphic communication with W. G. Lee, chief of the Brotherhood of Trainmen, and W. S. Carter, chief of the Brotherhood of Firemen and Engineers. He would not make public their messages, but said that they were getting a better hold on the situation.

The brotherhood leaders were understood to have protested against the calling of the "rebel" chiefs to Washington, contending that such a course by the Senate committee would weaken the hold of the duly elected officers on the men. Senator Cummins was confident that the brotherhood chiefs would be able to bring about marked improvement in the situation within the next forty-eight hours.

Hires Given Demands. "I have been hoping for three weeks or more that the President would act speedily to name the labor board authorized by the transportation act," Mr. Cummins said. "The failure to hold hearings to receive the demands of the men is held to be responsible for the existing wage situation."

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